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HONGKONG, TUESDAY, DECEMBER 15, 1914.

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Hongkong, December 8, 1914. 1277

THE KAISER AT THE FRONT.

How He "Leads" His Armies in
the Field.

The special correspondent of the "Daily
Call" writes from Am-ster-dam
One of the Kaiser's typical days at the
front is described by a well qualified eye-
witness as follows:

"The Kaiser has been sleeping in a
French chateau, but not without elaborate
precautions against any surprise attack.
The extraordinary measures taken to guard
the Kaiser must be attributed not so
much to personal cowardice as to William
II's profound conviction that his safety is
essential to the Fatherland. It must be
remembered that his mental make-up is a
quintessence of bluff, coarse vitality,
lack of real courage, intelligence and a
capacity for quick absorption of superficial
facts, religious fanaticism, and megaloma-
nia."

A SOUND PROOF HOUSE.

The French chateau was fortified against
aerial attacks. Sacks were piled on the
roof and a protective shield of metal net-
work was erected. Whenever the Kaiser
moved, his quarters a small army and
military engineers preceded him to carry
out these defensive measures before his
arrival. Of course they are withdrawn
from the fighting line, but the Kaiser
genuinely believes that his august person
is of more value to the cause of Germany
than a complete Army Corps. "Around
the chateau were the men of his
special bodyguard: a detachment outside
his bedroom door, another in the hall,
another at the front door, and two more
detachments in the rooms immediately
above and beneath his own room respec-
tively. Three unbroken lines of sentries
surrounded the house: a whole Battalion of
Infantry and several squadrons of Cavalry
were encamped in the park. This was
some 20 miles from the front and the chateau
was connected by field telegraph with the
headquarters of the nearest Army, so that
any sudden retreat of the German legions
should not place the supreme war lord in
danger."

EARLY AFTERNOON.

Soon after sunrise the Kaiser emerged
from the chateau and greeted his soldiers
with his customary "Good morning,
soldiers," to which all of them in the im-
mediate vicinity replied in unison,
"Good morning, Kaiser!" A motor car
was in readiness, and the Kaiser was
whirled swiftly towards the front, while
the troops guarding him stood rigidly at
attention; ten drummers of the Body-
guard beat their drums by way of a salute.
The Imperial standard was conveyed in a
second motor car, and the Officers
of the Imperial suit followed in
others. The Cavalry of the Body-
guard had preceded the monarch to the
place where he left his motor car to
mount his horse. As he stepped into the
saddle at a trot, he was saluted with
their swords, and another set of drummers
beat their drums. No ceremony may be
omitted, even at the front. The Kaiser
rode off, with his mounted guard thickly
clustered around him; a standard bearer
riding immediately behind him bore the
Imperial Flag. Then followed a specta-
cular progress from point to point in the
rear of the fighting line. A safe distance
to the rear, I may add, because the
supreme war lord must not be exposed to
a stray British bullet or French shrapnel."

PATRIOTIC EXHIBITIONS.

But large bodies of reserves had
been packed in those parts and fresh troops
were marching up from the direction of
the frontier. The Kaiser halted and ad-
dressed a fervently patriotic oration to one
Regiment and another to a second Regiment.
So he rode from place to place, and during
the morning he delivered no fewer than
nine different speeches, all bombastic and
excessively militaristic in tone. Lunch was
taken in the open air at a table in front of
a certain General's tent. Wine and food
commandeered from the residence of a
French country gentleman supplied the
Kaiser's splendidly with a luxurious meal,
prepared by his own cook and served by
his flunkies in gay-colored, piped uniforms.
None of the pomp of the Imperial Court is
abandoned at the front. More visits to
troops and more speeches in the afternoon.
Back by automobile to the chateau for
dinner. At no moment during the day
had the Kaiser been within range of the
enemy's fire."

BUSINESS NOTICES.

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HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 15th DECEMBER.

8 A.M. 'HONAM.' 8 A.M. 'KINSHAN.'
5 P.M. 'FATSHAN.' 5 P.M. 'HEUNGSHAN.'

WEDNESDAY, 16th DECEMBER.

8 A.M. 'HEUNGSHAN.' 8 A.M. 'HONAM.'
5 P.M. 'KINSHAN.' 5 P.M. 'FATSHAN.'

Single Fare by Night Steamer \$ 8.00
Return Fare by Night (available also for Return by day Steamer) 10.00
Single Fare by Day Steamer 4.00
Return Fare by Day Steamer 8.00

The attention of the travelling Public is drawn to the comfort afforded by the
Company's vessels. Passengers arriving by Night Steamers from Canton (due at
Hongkong about 11 p.m.) are permitted to sleep on board till next morning without
extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' S.S. 'TAI SHAN'

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays at 5 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 1.30 P.M. Sundays at 7.30 A.M. and 1.30 P.M.

EXCURSION TO MACAO.

SUNDAY, 20th DECEMBER.

The Company's new Steamship "TAISHAN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M.
and return from Macao at 1.30 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street
Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. 'HOISANG.'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUHOW LINE.

S.S. 'SAINAM,' 538 Tons, and S.S. 'NANSHING,' 656 Tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuhow for Canton on the
days at 8.30 A.M. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers "LINTAN" and
"SANGU." These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric fans in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor).

Opposite the Blake Pier.

HONGKONG CLUB.

NOTICE.

THE POSITION OF COMPTROLLER to the
Club will become VACANT
shortly. Applications for same should be
made to the Undersigned.

JAMES CRAIK.

Secretary.

Hongkong, Nov. 28, 1914. 1246

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON STEEL, METAL and HARD
WARE MERCHANTS. Wholesale
and Retail Ironmongers, Pig Iron and
Foundry Coke Importers. General Store-
keepers and Shipchangers. Nos. 55 and
57, HING LOONG STREET, (2nd Street, west
of Central Market) Telephone No. 515.
Hongkong, September 4, 1915.

If you have lost your appetite, one of
the big variety of delicious dishes at the
ALEXANDRA CAFE is sure to tempt
you.

CHEN KWONG & Co., Ltd.

GENERAL IMPORT &
EXPORT.

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STORE.

FURNITURE, Draperies, Groceries,
Books and Stationery,
Makers of Jewellery, Lacquered
Goods, Crochery Ware,
Iron-mongery, Wine and Spirit.

Foreign Clothes for gentlemen made to
order by our own tailors.

Large assortment of Chinese Silks and
Foreign Goods of every description.

All goods sold at reasonable Prices.

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BUSINESS NOTICES.

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ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
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Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
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GRAVING DOCK 78' x 33' x 3.6'
Pumps empty Dock in 2.54 hours

THREE PATENT SLIPWAYS (each capable of 3,000 tons displacement)
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
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PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
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MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.
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No. 1 Tea 95 cts. per lb. Foochow Buds 80 cts. per lb.

Our own Special Blend of India & China Teas

85 cts per lb.

Roasted & Ground daily the best Java Coffee

75 cts. per lb.

For absolutely the best Cup of Tea, Coffee, Cocoa; also Scones, Cakes &c.
procureable in Hongkong—to be obtained only at

THE ALEXANDRA CAFE

LADIES CLOAK ROOM.

THE HONGKONG HOTEL

AND

GRILL ROOM

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Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms.

Roof Garden.

Terms—From \$4 per day Max.

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GRAND HOTEL.

FIRST CLASS AND UP-TO-DATE HOTEL, most central location within

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Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine

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Special monthly terms for residents and for Shipping people.

For further particulars apply—

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In Casks of 75 lbs. net.

In Bags of 25 lbs. net.

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Cruickshank's Cough Remedy.

A VALUABLE REMEDY FOR COLDS, BRONCHITIS, ASTHMA AND
ALL DISEASES OF THE CHEST AND LUNGS.

PRICE \$1.00 Per Bottle.

Martin's Mixture.

A SPECIFIC FOR INFLUENZA, HAY FEVER,
COLD IN THE HEAD.

PRICE \$1.00 Per Bottle.

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NOW OPEN
LADIES DAYS MONDAYS AND TUESDAYS

CHARGES—

Turkish Bath \$3
Electric Bath 8
Complete Body Massage 2
Simple Bath 75 cts.

FOR MEDICAL BATH DOCTORS' PRESCRIPTION WANTED.

SPECIAL PRICES FOR VOLUNTEERS.

13 QUEEN'S ROAD CENTRAL, HONGKONG. J. O. SCOTTESS, Manager.

"MUMEYA"

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.

"Special terms 30% reduction for Volunteers
and all men in uniform."

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TELE. No. 254.

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(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILERMAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two shipways and can accommodate any craft
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Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 499.

Shipyards, Shum-Sai-Po, Kowloon, Hongkong. Telephone No. K 9.

Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

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The "COCOA de Luxe"

HIGHEST GRADE

BRITISH MADE



"BOURNVILLE COCOA represents the
highest grade of nutritive cocoa at present on
the market; it fully maintains its high reputa-
tion for value and delicacy of flavour, and
is second to none in any respect whatsoever."

Mellin's Magazine, March, 1912

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In Tins and Fancy Boxes

Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, Dec. 15, 1914.

The Most Refreshing Perfume.
Sweet | Lavender!

WATSON'S SPECIALITIES:
Ye Old English Lavender Water.

A Delightful Perfume.

Lavender Talcum Powder.

Pure, Refreshing, Luxurious. For Toilet and Nursery.

Ye Old Mitcham Lavender Soap.

Superfine Quality. An Ideal Soap for Sensitive Skins.

A. S. WATSON & CO., LTD.,

Chemists by Appointment to H.E. the Governor.
The Hongkong Dispensary and Kowloon Dispensary

WM. POWELL,

Limited.
TELEPHONE 346

NOW SHOWING IN THEIR
Gentlemen's Department

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Under wear
Fancy
Waistcoats
White & Coloured
Sweater Jackets
Darning Gowns Etc.

INSPECTION INVITED

WM. POWELL LTD.

High-class Gentlemen's Outfitters.

THE DIARY.

MEMO. FOR TO-MORROW.

2.30 p.m.—Auction of Furniture, etc.
at Messrs. Hughes and Bough's.

General Memoranda.

THURSDAY, December 19:—

2.30 p.m.—Sale of Work at St. Paul's
College in aid of the Y.W.C.A.

FRIDAY, December 20:—

8 a.m.—Excursion to Macao.

FRIDAY, December 25:—

Christmas Day.

SATURDAY, December 26:—

Boxing Day.

THE EDWARD DISPENSARY,

C. KAMMING & Co., Ld.,
Chemists and Druggists.

**GREAT REDUCTIONS IN
PRICES**

PRESCRIPTIONS ACCURATELY
DISPENSED.

Pure Drugs, Patent Medicines, &c.

2A, QUEEN'S ROAD, HONGKONG.

By Appointment to H.E. the Governor.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The Members of the Merchant Service Club, "banquet" on 21st 22.0. to the National Relief Fund last month.

Lon Lai, a bookbinder of 34 Cochrane Street, has reported to the Police that during last night some person stole from his room clothing to the value of \$14.

Last week's health report contained only three cases of communicable disease—two of diphtheria and one of enteric fever. The patients were Chinese and one death resulted.

The body of a scullie has been removed to the mortuary. Deceased was accidentally killed by a piece of rock which fell upon him while he was working on the site for the erection of new filter beds at Pokfulam Road.

Inspector Gordon at the Police Court this morning before Mr. Haze and charged five Chinese with being on Military property at Whi field Barracks, Austin Road, without permission. The Inspector said that during last month a number of empty houses had been entered and brass and bolts stolen. When asked why they were there, the defendants replied that they had gone to beg. The Magistrate fined each defendant \$10 or a month's imprisonment.

The four Dutch destroyers building at the Vulkan Yard, Station, have been taken over by the German Government, states the London and China Express. There are also three Chinese destroyers building at Schichau's Elbing works, which have probably ceased to be German. In Austria, a similar Chinese destroyer has probably been taken over from the Stabilimento Teco people, while at Montalcione there are building one 4,000 ton Chinese cruiser and three of 1,900 tons. None of the above destroyers, however, is at all in an advanced state.

The Fire Brigade this morning were called to a fire which broke out at 53 Sai Street, and which completely gutted a four storied building. The ground floor was used as a meat shop, while the second and third floors were utilized as dwellings and the top floor as a tailor's workshop. The fire is supposed to have originated in the chimney. The roofs of the two adjoining houses were damaged by fire. The Fire Brigade, under Station Officer Lane and Chief Inspector Gourlay, extinguished the outbreak, returning to the Station at 6 a.m. this morning. The extent of the damage is not known.

A Malay diver, whilst recently diving for coal, from a sampan, alongside a Russian steamer lying in the outer harbour Singapore, was seized by a shark which gripped him by the right thigh. He managed to get the sampan, and was attempting to get into it, when he was again bitten in two different places, on the back and loins; he was pulled into the sampan, but expired shortly afterwards from shock and loss of blood.

A Chinese, who had returned to the Colony at the expiration of a banishment order made against him, was charged by Detective Sergeant Brown before Mr. Hazell at the Magistrate's Court this morning, with being in unlawful possession of iron. The officer stated that the defendant had previously been banished for larceny. The Magistrate asked if a conviction would be sufficient to have him banished again. Detective Brown replied in the affirmative. Defendant was fined \$10 or a month's imprisonment and recommended for banishment.

There has been much speculation in the press as to the place at which Captain von Muller and the surviving officers of the Endeavour are to be interned. Singapore, Hongkong and a port in Australia have all been mentioned. As a matter of fact, says the Straits Echo, all these conjectures are wrong for we happen to have learnt from a most trustworthy source that Captain von Muller and his men are now on their way to England. We have also been told the name of the vessel by which he is travelling, though it would perhaps be unwise to publish it at present.

The following from the "Japan Chronicle" should interest many people in Hongkong and Canton where Mr. Mott was not unknown.—We have received a copy of a book on the cover of which are the words: "Spare a Shilling! and Other Poems: By an American Who Owes England Much." Having glanced at the contents, we are inclined to think that Mr. Lawrence Mott, if he is under any obligation to England, might well have spared his book of lathos. We note that it is described in some advertisements as a book of "poems of extraordinary merit," and it is prophesied, "the author will some day mark a new era in literature." We have no great admiration for Kilgus as a poet, but we should hesitate to wish him harm to the extent indicated.

At St. John's Cathedral last evening Mr. Danman Fuller, F.R.C.O., the organist, gave the first of a series of organ recitals arranged for the winter months. The rather small congregation was noticeable for the number of Naval and Army men included in it. The programme opened with a rather mediocre air with variations by Smart. The tone picture, "Night," by S. Katz, which followed, was well interpreted, the soft tones of the plaintive melody receiving sympathetic treatment. A contrast was struck by Gullstrand's Funeral march and hymn of Ruyter, a sombre martial air which concludes with a melody speaking of triumph and rejoicing in the fulfilment of One of E. Lomax's popular compositions and a barcarolle by Scarlatti. Bennett proceeded to the most impressive piece of the programme, the "dying movement" of Schumann's "Pathetic Symphony," a military march by E. Elgar in which was embodied the inspiring air of the over popular Land of Hope and Glory concluded the programme. An offertory was taken for the church expenses fund.

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TYPEHOON WARNING.

The following telegram was received at the American Consulate General from the Manila Observatory at 12.15 p.m. to-day:—Cyclone or Typhoon near or over the northern Ladrone or Mariana Islands, bearing W.N.W. or N.W.

SOCIAL AND PERSONAL.

From home the death is reported of Mr. Herbert Price, founder of the firm of H. Price and Co., wine merchants of Hongkong.

Mrs. Mary Gaunt, the famous explorer, has recently returned to London after long and adventurous travels in China. She is writing a book narrating her experiences.

It is officially confirmed that the President of the Chinese Republic has conferred upon Mr. Ho Tung, of Hongkong, the Fourth Order of the Chiao Decoration.

The Bishop of Korea has left London on his return to that country. He travelled to Newcastle, whence he sailed for Norway. His route afterwards was Sweden and Finland to Petrograd, and across Siberia to Korea.

The King of Siam sent to Lady Roberts a cordial message of sincere condolence through the British Chargé d'Affaires at Bangkok. During his studies in England in the British Army, his Majesty received much sympathetic aid from Earl Roberts, who was of great help to the then Crown Prince of Siam in his military studies.

Captain Frederick William Stoddart (killed in action) was born on July 1, 1871. After serving five years in the ranks he was, on Oct. 13, 1897, gazetted lieutenant in the Wilshire Regiment, from which, during 1900-1901, he was seconded to the Chinese Regiment of Infantry (Her Majesty's First Chinese, now disbanded), receiving his captaincy medal on Feb. 26, 1902. During 1908-1912 he was acting adjutant in the Territorial Force. While serving in China he was at the relief of Peking in 1900, receiving the medal with clasp.

SPORTING.

Royal Hongkong Yacht Club.

The second of the series of Club Championship Races of the Season for Racing Yachts was sailed off on Saturday and the first cruiser race on Sunday, the 12th and 13th inst.

On Saturday the wind held steadily from the N.E. throughout the racing but on Sunday it was light. All classes were fully represented and the events were keenly contested. Course Lyceum Beacon (S.) Distance 9.2 miles.

Results.
HANDICAP CLASS.
Name. H.P. Finishing Time. Corrected Time.
M.S. H.M.S. H.M.S.

Dione.....Scratch 4.32.01 4.32.01
La Linda.....2.18 4.36.55 4.34.37
Kolia.....2.18 4.43.00 4.40.42
Kathleen.....5.32 4.43.43 4.38.21
Colleen.....6.08 4.43.38 4.37.30
Dorothea.....6.51 4.47.10 4.40.16
Ayesha.....8.26 4.48.03 4.37.37

Position. Pts. for Race. Pts. to Date.
1 Dione.....8 18
2 La Linda.....6 6
3 Colleen.....5 11
4 Kathleen.....3 8
5 Ayesha.....3 8
6 Dorothea.....2 6
7 Kolia.....1 5

ONE DESIGN CLASS.
Course—Channel Rock (P.)—Cust Rock (P.)
Kowloon Rock (S.)—Channel Rock (S.).
Distance 7.7 miles.

Names. H.P. Finishing Time. H.M.S.
Atlas.....Scratch 4.38.10
Bonita....." 4.45.15
Daphne....." 4.39.03
Allanah....." 4.38.00
Baleyn....." D N S

Position. Pts. for Race. Pts. to Date.
1 Allanah.....6 6
2 Bonita.....4 4
3 Daphne.....3 3
4 Bonita.....2 2

CRUISER CLASS.
Course—Lyceum Beacon (P.) North
fairway buoy (S.) Trocas Rock (S.) Chan
nel Rock (S.) Distance 16.38 miles.

Names. H.M.S. H.M.S. H.M.S.
Miranda.....Scratch 5.57.15 5.57.15
Oenone.....1.22 D N F
Sloop.....1.23 D N F
Queen Bee.....8.11 4.01.12 4.03.01
Irene.....16.23 5.32.23 5.18.00
Erin.....16.23 5.17.54 5.01.31
Iris.....16.23 D N F
Scotsgarden.....32.46 6.40.15 6.07.29
Dorothy II.....32.46 6.40.57 6.08.11
Sultan.....1.05.31 D N F
Flora.....1.21.45 D N F

Position. Points to Date.
1 Queen Bee.....12
2 Irene.....10
3 Erin.....9
4 Miranda.....7
5 Scotsgarden.....7
6 Dorothy II.....6

WHOOPIING COUGH.
WHEN your child has whooping cough be careful to keep the cough loose and expiratory easy by giving Chamberlain's Cough Remedy. It is perfectly safe and it contains no narcotic or other injurious substances. It is perfectly safe. For sale by all Chemists and Dispensaries.

THE CHILDREN'S COLDS.
WATCH the children's colds and care them before they weaken the vitality. Use Chamberlain's Cough Remedy. It is perfectly safe. It has been tested by chemists and pronounced free from injurious substances and costs but a trifle. For sale by all Chemists and Dispensaries.

CEMENT CO. SUE.

FITTING A STEAMSHIP.

In the Supreme Court to-day the Chief Justice, Sir William Ross Davies K.C., heard an action brought by the Man Shing Lee firm, of 10, Western Street, Victoria, against the Green Island Cement Company Ltd., to recover the sum of \$3,816 for work done and materials supplied on defendant's steamship Ching Chow between September 11 and October 30, 1913.

In their statement of defence defendants denied that they employed the plaintiff firm and stated that they had paid all claims an account of the work to another firm, with whom they contracted.

Mr. Eldon Potter instructed by Mr. Davison (Messrs Hastings and Hastings) appeared for plaintiffs; and Mr. F. C. Jenkin, instructed by Mr. Hing (Messrs Deacon, Looker, Deacon and Harston) represented defendants.

Mr. Potter said his Lordship would see from the pleadings that what appeared to be three defences were filed. The first was a denial that defendants ever requested plaintiffs to do the work. The second fact they appeared to rely on was that if they did instruct the plaintiffs to do the work (which they did not admit they did so by ignorance of the fact that plaintiff's manager belonged to the plaintiff firm, and believing that he was the representative of the Tung Yick firm, of Des Voeux Road. His Lordship would have no doubt, Mr. Potter asserted, that on the authorities even assuming defendants did give plaintiffs the order, it did not matter in the least what defendants thought plaintiffs were as long as they did the work. It was of some importance to note that defendants introduced in their own pleadings the possibility of having requested plaintiffs to do the work, and as they went on to say, believing they were giving instructions to a representative of the Tung Yick. The only other defence was that defendant said that Capt. Arthur (of Messrs. Goddard and Douglas, marine surveyors) under whose supervision the work was carried out, had no authority to enter into any contract with the plaintiffs.

The facts of the case, Mr. Potter continued, were that on June 13, 1913, through their agents, Messrs. Shewan, Tomes & Co., defendants asked for tenders for the repair of their steamship Ching Chow, then called the Cincin. On June 30 the Tung Yick firm tendered for the repairs, which was

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE WAR.

THE LATEST NEWS FROM FRANCE AND BELGIUM.

SERBIANS RE-ENTER BELGRADE.

SPLENDID ACHIEVEMENT BY A BRITISH SUBMARINE.

A TURKISH BATTLESHIP SUNK.

THE SERBIANS RE-ENTER BELGRADE.

London, Dec. 14, 2.20 a.m.

A telegram from Nish states that the Serbians have re-entered Belgrade after a fierce battle.

London, Dec. 14, 12.35 a.m.

The Paris evening official statement says:—In Belgium there were some French attacks, which resulted in an advance along the Ypres Canal and to the west of Holbeke. Violent German counter-attacks were repulsed. The enemy bombarded the station at Commercy on the 13th inst. at long range, but the damage was insignificant. The enemy resumed the offensive in Alsace and to the north-west of Cernay. They were repulsed. There was nothing noteworthy elsewhere.

ALLIES MOVE LINE OF TRENCHES 500 METRES.

London, Dec. 11, 5.5 p.m.

A Paris communique states that nothing important occurred from the sea to the Oise. The enemy violently bombarded our trenches in the region of the Aisne to the north-west of Soupir. We replied by throwing our trenches into disorder. There has been no infantry attack on either side. Our artillery destroyed important works on the outskirts of the enemy. We made slight progress in Argonne and in the Bois de Laguerie by means of mines. There have been no attacks by the enemy on the heights of the Meuse. The violent cannonade by the enemy's batteries seems to have moved further north. Our troops on the Woëvre, after carrying the line of trenches over the front 500 metres at Mont Marie-Wood, repulsed two counter attacks.

HAVAS Telegram, Dec. 13, 6.25 a.m.

Yesterday was particularly calm with intermittent cannonading on different points of the front. The enemy attempted to deliver three violent attacks south-east of Ypres, but were repulsed. We progressed materially in the Bois de Pretre. Several attacks north-west of Senones were repulsed.

Petrograd.—The Goeben bombarded Batoum with only slight damage. The forts replied and the Goeben disappeared.

Nish.—The Serbians, pursuing the Austrians, forced them to re-cross the Drina.

REMARKABLE EXPLOIT OF A BRITISH SUBMARINE.

A Turkish Battleship Torpedoed.

LONDON, Dec. 14, 12.50 p.m.

The Press Bureau announces that Submarine B 11 (Lieut. Commander Wolbrook) entered the Dardanelles, and, despite the difficult currents, dived under five rows of mines and torpedoed the Turkish battleship *Messoudiyeh*, which was guarding the minefield. B 11, although pursued by gunfire and torpedo-boats, returned safely. She was submerged on one occasion for nine hours. When last seen, the *Messoudiyeh* was sinking by the stern.

[The *Messoudiyeh* is an old battleship. She was built in 1874 on the Thames but was re-constructed at Genoa between 1890 and 1902. As re-constructed she had twin screws, one military mast and top, two funnels and a loaded barbette at each end. Her length over all was 315ft., her displacement 10,000 tons and her speed 17.5 knots. She had a complete belt of armour of from seven to 12 inches in thickness and carried two 9.2-in., twelve 6-in., 9-in., fourteen 12-in. and other smaller guns, while her crew numbered 600. The British submarines of the B class were built in 1905. They displace 312 tons, have a surface speed of 13 knots, a submerged speed of 9 knots and have two torpedo tubes.

Lieut. Com. Leonard S. Holbrook, M.V.O., the hero of this daring exploit, joined the Navy in 1901. Second son of Colonel A. B. Holbrook, he was born in 1882. He served with the Naval Guard of Honour at Queen Victoria's funeral.]

SERBIANS DRIVING THE AUSTRIANS ACROSS THE DRINA.

LONDON, Dec. 13, 4.55 p.m.

A Paris communique says:—The Serbians, on the extreme left, forced the enemy across the Drina. The Serbians also continue to drive the Austrians back in a northerly and north-easterly direction.

ADVANCING ON BELGRADE.

LONDON, Dec. 14, 5.30 a.m.

An official statement, issued from Nish, says that the Serbians, continued their pursuit of the Austrians on the 11th inst., defeating all attempts by the enemy to arrest their retreat. The Serbians are now advancing on Belgrade and Mladenovatz. The Serbians captured on the 11th inst. 2,200 Austrians, twenty guns, and much material.

THE STRUGGLE IN FRANCE AND BELGIUM.

LONDON, Dec. 13, 4.55 p.m.

To-day's Paris communique says:—Yesterday was particularly quiet, the enemy's activity being mainly shown in intermittent cannonades. The enemy, however, made three violent infantry attacks south-east of Ypres, which were repulsed. We made substantial progress at Bois-le-Pretre. The enemy in the Vosges made several attacks on Mother Henri Reaen, north-west of Senones, and were repulsed.

(British Foreign Office Telegram.)

MORE INDUSTRIAL TROUBLE IN GERMANY.

It is reported that all mines in the industrial regions of Germany are closing down and that the miners are being sent direct to the Western front without any preliminary training. The shortage of coal is already being felt even in Berlin where part of the gas-lighting is not working. A report that the sale of motor tyres to private persons is forbidden, except with the special permission of the Government, shows the growing shortage of rubber in Germany.

BY TELEGRAPH.

MOSLEMS AND THE WAR.

A telegram from British East Africa reports an interview with Sheikh Ali who stated that the making of war against Great Britain was quite without effect on the Moslem population in East Africa who recognise that Turkey is the tool of Germany. The Moslems recognise the benefits of British rule which assures religious freedom. The Sultan of Zanzibar has issued a loyal address to the Moslems of the coast region.

GERMANY'S INSIDIOUS CAMPAIGN WITH THE TURKS.

Further evidence of the extraordinary preparation made by Germany for the participation of Turkey in the war is furnished by a dispatch from the late British Ambassador to Constantinople. The Syrian towns were filled with German officers, the Bedouins on the Egyptian frontier were bribed, and orders had been given for the manufacture of Indian military uniforms in Aleppo to simulate the appearance of the British Indian troops.

Although the majority of the Turkish Government was against war with the Allies they made no effort to escape the influence of this insidious campaign. The Press, which is entirely in German hands, made scurrilous attacks against Great Britain, and the hands of the Peace Party were forced by the War Party under Enver Pasha. The final cause of the rupture was the invasion of Egyptian territory by Turkish Bedouins and the unprovoked attack of the Turkish Fleet on the Russian Black Sea ports, at the instigation of Germany.

WAR NEWS

Lieutenant Walter T. Brooks and Lieutenant C. V. de G. Eady, Cornwall Light Infantry, who were supernumeraries, have been restored to the establishment of the regiment.

A well-known Ipoh man, now at home, writes to the *Times of Malaya*:—"The general impression is that the duration of the war amongst those usually well informed is that we are preparing for a spring campaign in April and that we ought by July to September of next year, to enter Berlin and dictate terms of peace."

A dispatch to the Star from Petrograd says that, among the remarkable war trophies arriving at Smolensk is the entire stock of the German Emperor's famous pedigree cattle and stud horses, captured by the Russians from the Emperor's estates at Rominten in East Prussia.

The Gloucesters and the Cornwall Light Infantry have been again in action with considerable loss to the companies of officers and the ranks. Both regiments have been in the thick of the fighting since the war started, and have done their duty nobly and well.

After a few days at home the 1st Battalion King's Own Light Infantry, lately at Singapore, and previously in Hongkong, will leave England for the Continent.

It is thought that some mild form of conscription will be put in force in the United Kingdom—under some other name, of course—the limit of the voluntary output of recruits having been reached in the opinion of the experts who study such matters. A curious thing is that when all is going well at the front recruiting drops off, and when a reverse happens the recruits at once flock to the colours—"L and G Express."

THE TURKISH FLEET.

One of the difficulties the Turkish Fleet may have to contend with in the near future concerns the supply of coal. If the Constantinople correspondent of the "Near East" is to be believed the position from the point of view of active operations in the Black Sea is extremely serious for Turkey.

"The available coal supply is estimated at most at 15,000 tons of steam coal and the 150 tons per diem of Erzeli coal, which is being mined under difficulties, the majority of the labourers employed there having been conscripted. Whether it will be possible to keep up even this supply as long as gold is tight and labour scarce is doubted in some quarters."

In any case, the operations of the Ottoman Fleet, should it undertake any, are likely to be seriously hampered for want of coal. The Goeben, German officers and all, cannot do more than 15 knots on Erzeli coal, and the British speed will be reduced by 50 per cent if she is compelled to fall back on this source of supply, while Germany and Austria cannot send any large quantities of steam coal here by rail.

SPIES AS REFUGEES.

Owing to the fear that German spies may make their way into the country disguised as Belgian refugees, Home Office instructions were received at Hull recently that no Belgian refugees are to be admitted at least coast ports.

A large number of Belgian refugees who are already comfortably housed in the Hull district must, it is feared, be removed from the area.

The report is that forty German spies disguised as refugees have been found at Dover. An order parallel with the Home Office order has been issued by Brigadier-General Nugent, commanding the Humber defences.

RAMMING OF A SUBMARINE.

A Graphic Story.

A graphic account of the ramming of the German submarine by his Majesty's ship *Badger* was given by Petty Officer Morgan Thomas, of the *Badger*, to the Central News Newprint (Mon.) correspondent. Said he:—"We were leading in a line of destroyers when, just before seven p.m., the look-out noticed a wake just ahead. He telegraphed to the bridge, and almost simultaneously the submarine was seen hardly 100 yards ahead. Her conning tower was open, and an officer could be seen. Owing to the darkness it was impossible to know whether it was friend or foe, and the commander of the *Badger* shouted to the officer of the stranger."

"The reply was unintelligible, but quickly the identity of the submarine became known to us by its design. We were almost on top of her, and our bow rammed her obliquely as she was attempting to turn. She was indeed so close that I could have shaken hands with the Germans in the conning-tower. One of our gunners, as we closed with the submarine, discharged a four-pounder at a range of only a yard or two, and we saw the shell take effect. Our speed at no time exceeded twelve knots an hour."

ANTI-GERMAN FEELING IN CHILE.

London, Dec. 5.

There has been an anti-German outbreak at Valparaiso. Crowds stormed the German buildings, the bank, Consulate and tramcars. Troops have suppressed the riot.

D.S.O. AWARDS.

London, Dec. 3.

A special issue of the "London Gazette" announces the bestowal of further 50 Distinguished Service Orders.

LYDDITE EXPLOSION.

London, Dec. 3.

There has been a lyddite explosion in a factory at Bradford. Six persons were killed and many injured, and the factory was destroyed.

LOSSES IN FLANDERS.

London, Dec. 3.

"The Times" military expert computes the total losses in the Battle of Flanders at 300,000, of whom the Germans have 200,000, and the Allies 100,000, including 50,000 British, of whom 5,500 are Indians.

ENTERIC AMONG BELGIANS.

London, Dec. 3.

A joint committee of the British Red Cross and the Order of St. John make an immediate advance of ten thousand pounds to be expended at Calais to combat an outbreak of enteric in the Belgian army.

H.M.S. GLASGOW.

According to a message to the "New York Herald" it is probable that H.M.S. *Glasgow* took part in the engagement in which the German Pacific Squadron was demolished. The message runs as follows:—

Santiago de Chili, Nov. 10. The British cruiser *Glasgow*, which was engaged with the German Squadron in the battle off the Chilean coast on Sunday, November 1, and the British transport *Otranto* have passed Delgada Point Light, in the Straits of Magellan, bound for the Falkland Islands, a British possession to the east of the extreme southern point of South America.

This information is contained in advices received here by the Admiralty from the naval authorities in the Straits of Magellan, who said they had seen the *Glasgow* and the *Otranto* passing through the Straits toward the Atlantic.

A FIGHT IN THE AIR.

A private letter published by "Liberty" gives an account of the destruction of a German aeroplane by the well-known aviator M. Vedrine. A Taube aeroplane appeared above the French lines. Vedrine pursued it in a powerful Blériot machine carrying a mitrailleuse. The chase lasted eight minutes at a height of 8,000ft. Then the Taube came under the fire of the mitrailleuse and fell, riddled with French bullets. This is the third German aeroplane that Vedrine has brought down.

MORE BERLIN FICTION.

A gentleman in Berlin, writing to his daughter at Torquay, expressed fears for her safety, as the Berlin papers state that London and Plymouth have been practically destroyed by fires caused by Zeppelin bombs. He adds that in the German capital many dogs are being destroyed in order that they shall not intrude on the food supplies of the people.

A BRAVE PRINCE.

Corporal J. Jolley, of the King's Royal Rifles, now at Newport (Mon.), relates that in an action at Chalon-sur-Marne Prince Maurice of Battenberg was with the regiment when the order was given that a bridge must be taken. The corporal adds:—"When we got there we found that the bridge had three block-gates, consisting of carts, furniture, glass, and wire. Prince Maurice of Battenberg was first man over, searching the house beyond all by himself. This was a brave act for an officer alone."

BY TELEGRAPH.

(Wah Tse Yat Po's Service.)

OFFICIAL APPOINTMENTS.

SHANGHAI, Dec. 15.

Chow Tze Chai will be appointed General of Child and Chow Ho Khi, Minister of Finance. Liao Fung Shi has been appointed Consul-General at Cuba.

RETURNED STUDENTS.

PEKING, Dec. 14.

Two officials have been appointed to examine the students who recently returned from Japan.

CHINA'S BUDGET.

An interpellation has been made by the advisory Committee to the Financial Department in regard to the Budget. An early reply has been promised.

DAMAGES SUFFERED BY CHINESE AT TSINGTAU.

Li Sing Tung has been instructed to proceed to Tsingtau to inquire into the damages suffered by the Chinese.

THE BRITISH MINISTER.

Sir John Jordan, the British Minister, and suite left Shanghai for Peking on the 14th inst.

GUARDING AGAINST REBELS.

TRAVELLING SOUTH.

Lung Chi Kwong, the General at Canton, has wired to the Vice-Admiral at Shanghai strictly to examine all ships leaving for Canton, so as to prevent rebels from travelling to the South.

CORPORAL PUNISHMENT SUGGESTED FOR OFFICIALS.

One of the Censors has strongly impudently several officials on the ground that they have disregarded the Opium Suppression laws. The Censor suggests that the officials receive severe corporal punishment as an example to others.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A. Chapman, Y.D.

MUSKERY (STANDARD TEST). Musketry (Trained men only) will be carried out as follows:—Saturday 19th, Right Section M. G. Co. at 2.30 p.m. Sunday 20th Centre Section M. G. Co. at 9.30 a.m. All members of the Artillery Battery who failed to attend last week and must attend on one of the above dates to complete their course. Members must attend punctually at the times stated above; any man attending late will not be allowed to fire.

NOTE. Only members who have fired Part I can fire the Standard Test. Officer on duty in the Butts Saturday 19th, Lieut. A. E. Wright. Officer on duty in the Butts Sunday 20th, Lieut. C. Smith. O.C.s. Sections will see that one of their officers attends to take charge of the firing point and that sufficient N. O. O.s. attend to assist the Instructor.

SPECIAL NOTE. Every member of the Corps, including those exempted from attending parades, must fire the Musketry Course. They must attend on the days allotted to their respective units. Every member failing to fire the Course will be counted non-efficient.

GUN DRILLS. In future Gun Detachments will be taken in and all Gun Stores checked before the Section is dismissed.

PARADES. Parades for Wednesday 16th inst. 8.15 a.m. No. 1 Section Artillery 10 pdr. drill. Remainder of Group on duty Musketry Exercises under Company Officers.

DETAILS. On duty, No. 1 Sec. Artillery, Right Section M. G. Co. and Civil Service Co. Officers on duty, Capt. Churchill, Lieut. Kennett and Lieut. Smith. Ordinary Officer, Lieut. Kennett.

To furnish Guard to-night No. 1 Section, Artillery Battery, to-morrow Right Section, M. G. Co.

Orderly Sergt. to-night Sergt. Crawford; to-morrow Sergt. Schnepel.

HEADQUARTERS CAMP. After this date the Camp at Volunteer Headquarters will be discontinued and the Group at present on duty will go off duty to-morrow morning.

GUARD. A guard of one N. O. O. and six men will be mounted at 8 p.m. and dismissed at 8 a.m. daily. Guards for the remainder of the month will be as follows:—Dec. 15, No. 1 Section Artillery; 16, Right Section M. G. Co.; 17, Sec. us Company; 18, Scouts Company; 19, Scouts Company; 20, No. 2 Section Artillery; 21, Left Section M. G. Co.; 22, Centre Section M. G. Co.; 23, Civil Service Co.; 24, No. 1 Section Artillery; 25, Right Section M. G. Co.; 26, Scouts Company; 27, Scouts Company; 28, Scouts Company; 29, No. 2 Section Artillery; 30, Left Section M. G. Co.; 31, Centre Section M. G. Co.

ORDERLY OFFICER. The Orderly Officer will mount the guard at 6 p.m. and visit them at least three times during his week on duty. He will not be required to sleep at Headquarters. On duty for week ending 20th December:—Lieut. Kennett. On duty for week ending 27th December:—Lieut. Wall.

VICTORIA THEATRE

TO-NIGHT, 15th DECEMBER

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PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the

PORTS	STEAMERS	TO SAIL	REMARKS
LONDON, via Suez, Port Said, Malta, Naples, Genoa, and Marseilles	Cap. G. W. COCKMAN, R.N.	19th Dec.	Daylight
SHANGHAI, MOJI, KOBÉ, NANKIN, and YOKOHAMA	Cap. G. MANLEY	3 p.m.	Freight and 19th Dec.
SHANGHAI, MOJI, KOBÉ, NILE, and YOKOHAMA	Cap. H. POWELL	About 30th Dec.	Freight and Passage
LONDON, via Suez, Port Said, NACOVA, and Colombo	Cap. W. H. SWENY, R.N.	1st Jan.	Freight and Passage

Subject to immediate alteration without notice.
All the above steamers are fitted with Wireless Telegraphy.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under the British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

P. & O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

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SAILINGS TEMPORARILY WITHDRAWN.

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All steamers of the Company's Pacific and Atlantic Fleet are equipped with the latest wireless apparatus.

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'EMPEROR OF RUSSIA' } Optional Atlantic Port £71.10.
'EMPEROR OF ASIA' }

'EMPEROR OF INDIA' } do do £85
'EMPEROR OF JAPAN' }

'MONTAGUE' } Intermediate service—first class railway, second cabin Atlantic, via Canadian Atlantic Port—£43.
Boston or New York—£45.

Meals and sleeping car across Canada not included in any of above rates. If required such will cost £8 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, etc. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to

D. W. CRADDOCK, General Traffic Agents,
Corner Peddar Street and Praya (opposite Blake Pier).

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGUA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:	FROM COLOMBO:
28th December.	Connecting with "SURAT" 17th January.

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

For Rates of Freight and Passage, apply to

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INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APGAR LINE.

Proposed Sailings from Hongkong

Steamer from Hongkong.	On or about	Connecting at Calcutta with	on or about
EDO SHING	24th Dec.	A Steamer	end of Jan.
YAT SHING	30th Dec.		1915.

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HONGKONG—NEW YORK.

REGULAR SAILINGS VIA PORTS AND SUEZ CANAL
(With liberty to call at the Malabar Coast).

FOR BOSTON & NEW YORK via SUEZ.

S.S. SEMOSIA On or about 24th December.

FOR NEW YORK via PANAMA CANAL.

S.S. CHALISTER On or about 20th December.

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THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about
S.S. PAKIMARU For Moji & Kobe 21st Dec.
S.S. RIKUIN MARU For Sasebo, Batavia, Oboe, Samarang & Sourabaya 2nd Dec.
S.S. HOKUTO For Moji & Kobe 7th Jan.
For Freight or Passage apply to

DODWELL & CO., LTD., Agents.

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S.S. PERSTA (via Manila) Sailing WEDNESDAY, 18th Dec., Noon.	
S.S. KOREA TUESDAY, 22nd Dec., 1 p.m.	
S.S. SIBERIA TUESDAY, 22nd Dec., 1 p.m.	
S.S. CHINA TUESDAY, 12th Jan., 1 p.m.	

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Mical, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—all water swimming tank, Filipino orchestra, deck games, etc.—and a full complement of the trip.

For further information, rates, literature, schedules, etc., apply to
R. C. MORTON, Agent,
King's Building (opposite Blake Pier), Telephone No. 141

† For San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu.

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SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Leave Hongkong
CHIYO MARU	22,000-21 knots	Tuesday, 5th Jan.
TENYO MARU	22,000-21 knots	Tuesday, 26th Jan.
NIIPPON MARU	11,000-18 knots	Tuesday, 10th Feb.
SHIYO MARU	22,000-21 knots	Tuesday, 23rd Feb.

* Via MANILA, Omitting Shanghai.
Steamers via Shanghai leave at Noon.
Manila at 10.30 A.M.

First Class to London £71.10. Return (6 months) £120.
First Class to New York £80. £96.10.
" " " San Francisco £45. £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

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ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

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Thence by Trans Andean Route to Buenos Aires.

Steamer	Displacement	Speed	Sailing
KIYO MARU	17,200-15 knots		Saturday, 9th January.

For full particulars as to Passage and Freight apply to

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STEAMSHIP CO. LIMITED.MAIL SERVICE
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STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS		December 19th
ALDENHAM	January 2nd	January 29th

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SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAIPHONG	Dec. 16, at 11 a.m.
SWATOW & SHANGHAI	Dec. 17, Daylight
SHANGHAI	Dec. 17, at 4 p.m.
SHANGHAI	Dec. 21, Daylight
MANILA, CEBU & ILOILO	Dec. 22, at 4 p.m.
MANILA, CEBU & ILOILO	Dec. 29, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

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MANILA LINE. Twin Screw Steamers 'Chinhua,' 'Taming,' & 'Tea' Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tea.'

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These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SWATOW	WEDNESDAY, Dec. 16, Daylight
SHANGHAI & TIENTSIN, ESANG	WEDNESDAY, Dec. 16, Daylight
KORE & MOUL	WEDNESDAY, Dec. 16, Daylight
HAIPHONG	THURSDAY, Dec. 17, Daylight
LOKSANG	THURSDAY, Dec. 17, Daylight
MANILA	SATURDAY, Dec. 19, at 3 p.m.
LOKSANG	SATURDAY, Dec. 19, at 3 p.m.
SHANGHAI	TUESDAY, Dec. 22, Daylight
SINGAPORE, PENANG &	THURSDAY, Dec. 24, at 3 p.m.
YUENSANG	SATURDAY, Dec. 26, at 3 p.m.
SINGAPORE, PENANG &	WEDNESDAY, Dec. 30, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kurematsu, Natsushima & Fooking leave about every 8 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yatsushiro, Kurematsu, and Suway leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei & Tsingtau.

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For

Steamers

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LONDON & HULL 'MERIONETHSHIRE' 21st December.

LONDON 'RADNORSHIRE' 24th January.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE,

TACOMA & PORTLAND 'GLEN' 15th January.

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RANKAN PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for BATA,
VIA, PERSIAN GULF, CONTIN-
ENTAL AMERICAN AND SOUTH
AFRICAN PORTS.

THE Steamship MALTA, Captain G.W. COCKMAN, R.N., carrying His Majesty's Mail will be despatched from this port for BOMBAY, on SATURDAY, the 19th December, at Daylight, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Malva from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the s.s. India due in London on 29th January, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, Dec. 7, 1914.

For VICTORIA, VANCOUVER, SEATTLE AND SAN FRANCISCO.

THE Steamship 'KENKON MARU' will be despatched from Hongkong for the above ports on MONDAY, the 21st December.

For Rates of Freight and other particulars apply to—

THE BANK LINE, LTD., Agents.

Hongkong, December 12, 1914.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship Kurematsu, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 p.m. the 14th inst., will be landed at Consignee's risk and expense.

No fire Insurance will be effected.

Bill of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, Dec. 14, 1914.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

1.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 10 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m.; 9.50 p.m. to 11.00 p.m. every Half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAY.

7.45 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.30 a.m. to 12 Noon. Every 15 minutes.

12.00 noon to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

